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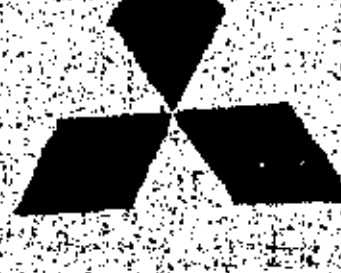
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The Daily Press.

HONGKONG, JULY 6th, 1910.

A suggestion which has particular interest for us in the East has recently been made by several magazines of world-wide reputation and discussed seriously by important journals in Europe and America. It is that certain politicians by reason of their experience in Eastern climes as administrators and rulers have absorbed theories and ideas of government that unfit them for participating in Home politics. In other words they have become Orientalised. The process, it is asserted, is one to which all great administrators who have served their country in tropical dependencies are more or less liable, and Lord Curzon, Lord Cromer, and President Taft are cited as instances of the Orientalising tendency. Considering the case of the First Citizen of the American Republic, we recall that he was sent to the Philippines to govern the newly-acquired possessions. His regime was successful, but it is argued that the defect of his qualities—the development of the automatic tendency—became apparent as a natural result. In such a role he must have derived ideas of government which conflict with Western democratic theories of popular sovereignty and lost touch with those democratic influences which mould the statesman who represents the suffrage of his constituency. But for that he must not be held to blame. Like all of us, he is the creature of circumstance. He is, in this instance, what his environment has made him. The consideration, however, to which it is desired to call attention, is the unconscious application

of Oriental ideas to domestic political problems. The *Passenger*, who is supposed to handle a "big stick," is charged with having more faith in administrative measures than in legislative ones, and this is suggested as explanatory of his recent actions which proved unpopular. In short, he has become Orientalised, which implies that he is inclined to act as a despot, a benevolent despot, perhaps, but a despot nevertheless. The same is said to characterise both Lord Curzon and Lord Cromer. The former is blamed for seeking to "apply to England the experience he gained as ruler of the great dependency of India." It seems to him that the masses of the people are material on which to experiment. He has no notion of what democratic government is. He has slowly and inevitably lost all sense of the realities of popular suffrage. Lord Cromer is quoted as another instance. "He, too, is conspicuous as the regenerator of an Oriental people. He gained his first experience in India. Then he administered the affairs of Egypt. Returning to his native land after great successes among the Mohammedans, he seeks to apply the notions thus derived to the conditions of democracy." A German journal finds in this the explanation of the phenomena of contemporary British politics. It declares that the "people do not realize that there is an Orientalizing tendency at work among them. The experience of the British and Americans prompts the fear that Orientalised politics may ruin free peoples." France, it is added, also knows what it is to have Orientalised statesmen among her rulers. Several Home journals who ought to know better have allowed themselves to be influenced by unjustifiable conclusions drawn from the premises here stated. Western liberties are believed to be imperilled from such sources, and British and Americans are warned against such Orientalising influences. Such fears are altogether groundless. That men, such as those indicated, should betray tendencies due to having exercised administrative functions over Eastern races is not surprising, but their importance is exaggerated. If a return to a democratic environment did not restore them to ideas consonant with that form of government, it is certain that the corrective would soon be supplied by rude experience. The autocrat would find himself shorn of his assumed powers, and even in monarchical Britain with its adherence to an old constitution he would be compelled to realise that new ideas had been grafted on to the old system and that rulers really existed only on sufferance.

The seventeenth case of plague (fatal) this season was reported yesterday.
Three Chinese have been arrested on suspicion of being concerned in the recent murder of a boatwoman at Deep Bay on the 25th ultimo.
The Portuguese cruiser *Vasco da Gama* arrived at Nagasaki a fortnight ago from Hongkong. She will proceed from there to Port Arthur.

The Blériot monoplane, for the Tientsin Aviation Syndicate, left Europe on May 26th. An expert is coming out with it so as to teach the handling of the machine.
A marriage is announced to take place shortly between the Rev. E. J. Barnett, Archdeacon of Hongkong, and Miss Lillias Sara Digby, of Keelung.

An interesting guide to Nanking and the Nanyang Exposition takes the place of the usual monthly issue of the University of Nanking Magazine.
The highest temperature recorded in Shanghai this year was on Saturday, 25th ult., when the thermometer showed a maximum of 93.2 in the shade.

General Kawamura, the chief officer in command of Tokyo, arrived in London last week from the Continent. He intended to remain in Britain for about a month.

The new flag which has been specially designed for the use of Her Majesty the Queen Mother now floats over Buckingham Palace. It is a combination of the British and Danish Standards on a large white cross.

The total output of the Chinese Engineering and Mining and Company's three mines for the week ending 18th June, 1910, amounted to 20,567.62 tons and the sales during the period to 23,004.55 tons.

Some one hundred famine-stricken people have arrived at Peking from Hupeh. They are now looked after by the officials. It is understood that arrangements are being made to send them back to their province.

A piece of pretty hardy impudence is reported to the Singapore police by a ricksha puller. He took a man from Beach Road to Bukit Timah and back, stopping at Harrisons House. He was there given ten cents for his work and when he protested, insult was added to injury. The unfortunate puller was chased off without his ricksha, and afraid to return for it, he went to the police.

The typhoon signals, which were hoisted on Monday night, were taken down yesterday morning.

For having opium in their possession two cooks from the steamer *Sui An* were fined \$170 apiece by Mr. E. R. Hallifax at the Magistracy yesterday.

At the Magistracy yesterday Mr. J. R. Wood fined four natives \$10 apiece, with the alternative of fourteen days' imprisonment, for stowing away on the steamer *Kwong Sai* at Canton.

A case was remanded by Mr. J. R. Wood at the Magistracy yesterday in which three Chinese were charged with the larceny of thirty cases containing Japanese clocks from a godown in Chin Loong Street.

A contractor who erected a cow shed at Pokfulam contrary to the provisions of the Public Health and Buildings Ordinance was ordered by Mr. J. R. Wood at the Magistracy yesterday to pay a fine of \$40.

Some Tokyo papers report that the term of office of Sir Claude Macdonald, British Ambassador in Tokyo, expires in October next, but that it has been arranged to retain him in Tokyo for another two years.

The water in Yokohama harbour recently has been of a dark-reddish colour, as was the case in November last year. A large number of fish are floating on the surface gasping for air.

"Putting up an obstruction in the street, it doesn't matter whether it is frequented or not, is as bad as the clock tower in Queen's Road."

On Monday, June 27th, in the Mitsui Bishi Shipbuilding Yard, at Nagasaki, the keel was laid of the second-class cruiser *Yakagi*. The vessel will be of 4,950 tons, and will have a speed of 25 knots.

A Peking telegram says that in view of the necessity felt for an official organ to guide public opinion, the Chinese Government has caused an ex-official to promote a newspaper with a capital of Tls. 800,000, the paper to be known as the *Tsinping* (Great Chinese News).

The return of visitors to the City Hall Library and Museum for the week ending the 3rd July, 1910, shows that of non-Chinese there were 409 to the Library and 147 to the Museum, and of Chinese 155 to the former and 1,595 to the latter. The Library was, therefore, used by 564 persons and the Museum by 1,742.

The three Indian watchmen from the King Edward Hotel who were charged before Mr. E. R. Hallifax at the Magistracy with assault, and the two prosecutors in the case, were all ordered to deposit \$25 at the Magistracy as a guarantee that they would keep the peace for six months.

It is announced that Sir Frederick Lugard was to preside at the annual dinner of the Northern Nigerian Society, to take place on Wednesday of last week. Sir Frederick was the first High Commissioner of Northern Nigeria, and held the post from 1900 to 1906, immediately previous to his appointment as Governor of Hongkong.

A telegram from Taipei, Formosa, states that in an engagement with the aborigines in Giran district on the 22nd ult. three Japanese officers and twenty-two soldiers were killed, while forty-four men were wounded. The message adds that the Japanese troops are being assisted by the police in their "sweeping operations."

From a private letter just received from Wenhaiwei, it is learned that during the target practice of the British fleet on the 23rd ult. a gunner on one of the big cruisers fired six shots on a 4.7 gun in 50 seconds, making six hits on the target, which was anchored at a distance of one mile from the ship. This is splendid shooting and will take some beating.

The martial spirit of two unemployed Indians led to their appearance before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of disorderly behaviour. It appears that the defendants, armed with long sticks, were marching up and down in front of the Empire Cinema. The Magistrate fined them \$4 each, the alternative being twelve days in prison.

In view of the official protest lodged against the Canton opium monopoly, it is interesting to learn that on the 22nd June the British Charge d'Affaires at Peking went to the Waipara to remonstrate against the illegality of the increased import of the import duty on opium by the Viceroy of Canton, in consequence of the establishment of an opium monopoly. The Waipara promised to take up the matter upon the receipt of a report from the Viceroy.

At the invitation of the Centenary Conference Committee for the promotion of Bible Study among Christian workers, Dr. Wilbert W. White, president of the Bible Teachers' Training School, New York City, with his associate, Dr. Sweet, is to conduct a Bible Institute at Kullung from August 2-10. The lectures will be open to all who wish to attend. No fees will be charged. It is hoped that a large number of residents in South China may find it possible to avail themselves of the privileges of this Institute.

The boys in the fourth year class of the Fourth Prefectural Middle School, Nagoya, have, says the *Japan Chronicle*, gone "on strike." It appears that the boys have not been satisfied (1) with the methods of one of the teachers, and on the 23rd instant all of them stopped away from school. After an investigation by the school authorities, seven boys, including a son of the former Governor of the prefecture, were dismissed from the school for being the ringleaders of the "strike" movement. The boys still refuse to attend school, and some further trouble is feared.

TELEGRAMS.

(Protected by the Telegraph Messages Copyright Ordinance, 1884.)

(ROUTER'S SERVICE TO THE "HONGKONG DAILY PRESS.")

THE GREAT PRIZE FIGHT.

LONDON, July 4th.
Johnson knocked out Jeffries in the fifteenth round.

HANKOW-SZECHUAN RAILWAY.

LONDON, July 4th.
Sir Edward Grey, replying to Mr. Arbuthnot in the House of Commons to-day, stated that the Chinese Government would be asked to agree to the Hankow-Szechuan Railway "agreement," arrangement, and that His Majesty's Government had approved of the terms of the agreement before it was concluded.

AN AERIAL POLAR EXPEDITION.

LONDON, July 4th.
Count Zeppelin and Prince Henry of Prussia have started to make investigations northward of Spitzbergen with regard to facilities for mooring an airship in the Arctic ice and other necessary information with a view to a scientific aerial expedition in 1912.

OBITUARY.

LONDON, July 4th.
The Hon. Melville Weston Fuller, Chief Justice of the United States since 1888, is dead.

RUSSIFICATION OF FINLAND.

LONDON, July 5th.
The Russian Government's Finland Bill, which was sanctioned by the Tsar, has now become law.

RAILWAY DISASTER IN AMERICA.

LONDON, July 5th.
The Twentieth Century Limited express, collided with a goods train near Dayton, Ohio, and the engine of the latter train crashed into cars filled with women and children, these cars then rolling down an embankment. Thirty-one passengers were killed and thirty-seven injured.

(FROM THE "H.C. DAILY NEWS")

CHINESE EASTERN RAILWAY.

A COMPENSATION CLAIM.
PEKING, June 30th.
China has agreed to compensate the Chinese Eastern Railway to the extent of \$160,000 for the new timber recently destroyed by Hunchutze.

Russian troops are guarding the railway pending the arrival of a Chinese force sufficient to cope with the outlaws.

COUNTRY CRICKET.

LONDON, June 30th.
The following are the results of the cricket matches played on June 27, 28 and 29—
Kent beat Essex in Kent by an innings and 81 runs; Middlesex beat Gloucestershire at Lord's by an innings and 124 runs; Nottingham beat Lancashire at Nottingham by an innings and 125 runs; Yorkshire beat Worcestershire at Leeds by 109 runs; Northamptonshire beat Derbyshire at Chesterfield (June 28, 27 and 28), by 180 runs; Sussex beat Somersetshire by 287 runs and the match between Hampshire and Warwickshire at Southampton was drawn.

ESPIONAGE IN RUSSIA.

LONDON, June 30th.
A Russian, Baron Sternburg, who was correspondent of an Austrian semi-official news agency, was recently arrested at St. Petersburg for espionage.
It appears that he communicated to the Austro-Hungarian Government a report of a secret sitting of the Duma in reference to the new distribution of the Russian Army.

THE ZEPPELIN VII.

LONDON, June 30th.
The correspondent of Reuters' Agency at Osnabruck states that the Zeppelin VII. is a total wreck.
After ten hours' battling with the wind she was dashed against trees. The passengers were bruised and cut and famished. They climbed down to the ground with the utmost difficulty.

WORLD'S HEAVY-WEIGHT BOXING CHAMPIONSHIP.

The big fight which took place at Nevada on Monday stood high in the scale of world-wide events. In America, as we learned by cable, special trains were running from everywhere in the States to Reno, and it is no exaggeration to state that on Monday the thoughts of people in all parts of the world were centred in the doings at that township, and that the result of the fight for the world's championship was anxiously awaited. Never in the history of the ring has excitement run so high, for this is the first occasion on which a white man has entered the squared-circle to endeavour to wrest the coveted honour from a black. Jack Johnson is the first black champion, and the retaining of the belt by a coloured man does not appeal to white votaries of the noble art.

When the ex-heavy-weight champion put Bob Fitzsimmons to sleep on Coney Island in June of 1899 his right to the title was contested for four succeeding years, but in all his later fights Jeffries had little trouble in holding that which he had won. After his defeat of the New Zealander he beat Tom Sharkey on points in 25 rounds, and knocked out Jim Corbett in 33. Others who sought to supersede him were put to sleep in anything from one to five rounds. Then the big fellow was left alone, none apparently caring to dispute further with him his right to the championship belt.

Such was the state of affairs when Jeffries, having over his right to the title to Philadelphia Jack O'Brien, and with the latter numerous claimants entered the lists. O'Brien was ultimately defeated by Tommy Burns, and Tommy, after disposing of metoo-like, of the claim of the Australian, Bill Jackson, left America to fight for the supremacy in other parts of the world. He remained in the ascendancy until he was overtaken by Johnson in Sydney, when, instead of drawing the colour line, he decided to meet the big black. This proved the Waterloo of Burns, and for the first time in pugilistic annals a black man became world's champion.

Jeffries, when retiring from the ring stated that he would return again should a black man win the belt. For some four or five years, however, he was allowed to rest in peace, and then the cables bore the news that Johnson had become champion. The ex-champion, who was out of training, was looked upon to redeem his promise, the more so as he appeared to be the only white fighter who was considered likely to have a chance with Johnson. After his long spell Jeffries, apparently, did not appreciate returning to the ring, but the imperative demand for the fulfilment of his promise at length saw the big brawler in training, and from all accounts as fit as he was before he retired.

But the black man still holds the title, for he has knocked Jeffries out in fifteen rounds. This news came as a great surprise to most followers of the sport in view of the glowing reports which were circulated concerning Jeffries' form. Just before the fight he was declared to have been in as fine fettle as in the old days, but either these reports were greatly exaggerated, or Johnson must have excelled any of the old masters, for never in his previous fighting career has Jeffries experienced a knockout. This victory has given Johnson a secure hold of the title, for the vanquished man was the only likely aspirant in sight. Some of the white braver in the ring at present may improve with experience, but so far as can be seen it will be years before the best of them will be ready to throw out a challenge to the present champion with any hope of success. Below we give the records of both men—

JAMES J. JEFFRIES.

(EX-HEAVY-WEIGHT CHAMPION OF THE WORLD.)

Born April 15, 1875, Carroll, O. Height, 6 ft. 14 in. Fighting weight, 155 lb.

1894. Rds.

July 2 K Dan Long ... S. Francisco 2

1897. Rds.

April 9 K T. Van Baskirk ... S. Francisco 2

May 19 K Henry Baker ... S. Francisco 9

July 17 D Gus Eakin ... S. Francisco 20

Nov. 30 D Joe Choynski ... S. Francisco 20

1898. Rds.

Feb. 23 W Joe Goldard ... Los Angeles 4

Mar. 22 W Peter Jackson ... S. Francisco 3

April 22 W Pete Everett ... S. Francisco 3

May 6 W Tom Sharkey ... S. Francisco 20

May 6 W Bob Armstrong ... New York 10

1899. Rds.

June 9 K Bob Fitzsimmons Coney Island 11

Nov. 3 W Tom Sharkey ... Coney Island 25

1900. Rds.

April 6 K Jack Finnegan ... Detroit 1

May 11 K Jim Corbett ... Coney Island 25

1901. Rds.

Sept. 17 W Hank Griffin ... Los Angeles 4

Sept. 24 K Joe Kennedy ... Los Angeles 2

Nov. 15 K Gus Balila ... S. Francisco 5

1902. Rds.

July 25 K Bob Fitzsimmons ... S. Francisco 9

1903. Rds.

Aug. 14 K Jim Corbett ... S. Francisco 16

Dec. 19 K Jack Munroe ... Butte 4

1904. Rds.

Aug. 25 K Jack Munroe ... S. Francisco 2

* Failed to knock out Munroe in an exhibition.

JACK JOHNSON.

Born March 31, 1878, Galveston, Tex. Height, 6 ft. 2 in. Weight, 180 lbs. Colour, black.

1901. Rds.

Feb. 25 L Joe Choynski ... Galveston 3

W John Lee ... Galveston 15

K Charley Brooks ... Galveston 2

W Jack McCormick ... Galveston 7

K Horace Miles ... Galveston 3

K George Lawler ... Galveston 10

June 25 D Klondyke ... Galveston 20

1902. Rds.

Jan. 17 D Frank Childs ... Chicago 6

K Dan Murphy ... Waterbury 10

K Ed Johnson ... Galveston 4

Mar. 7 K Joe Kennedy ... Oakland 4

Mar. 15 K Joe Kennedy ... S. Francisco 4

W Bob White ... S. Francisco 15

W Jim Scanlan ... Los Angeles 5

May 16 K Jack Jeffries ... Los Angeles 5

K Klondyke ... Memphis 13

D Billy Stitt ... Denver 10

June 20 D Hank Griffin ... Los Angeles 20

D Hank Griffin ... Los Angeles 15

W Ted Everett ... Victor, Col. 20

Oct. 21 W Frank Childs ... Los Angeles 12

Oct. 31 W Geo. Gardner ... S. Francisco 20

Dec. 6 W F Fred Russell ... Los Angeles 8

1903

Feb. 5 W Denver B. Martin ... Los Angeles 20

Feb. 27 W Sam McVey ... Los Angeles 20

April 16 W Sandy Ferguson ... Boston 10

May 11 K Joe Butler ... Philadelphia 3

July 31 no do Sandy Ferguson ... Philadelphia 6

Oct. 27 W Sam McVey ... Los Angeles 20

Dec. 11 W Sandy Ferguson ... Colma, Cal. 20

1904. Rds.

Feb. 16 no do Black Bill ... Philadelphia 6

April 22 K Sam McVey ... S. Francisco 20

June 2 W Frank Childs ... Chicago 16

Oct. 18 K Denver B. Martin ... Los Angeles 2

1905. Rds.

May 23 L Marvin Hart ... S. Francisco 20

April 23 K Jim Jeffries ... Philadelphia 4

May 3 W Black Bill ... Philadelphia 4

May 9 K Walter Johnson ... Philadelphia 3

May 9 no do Joe Jeannette ... Philadelphia 6

June 25 no do Jack Monroe ... Philadelphia 6

July 13 K Morris Harris ... Philadelphia 6

July 13 no do Black Bill ... Philadelphia 6

July 24 no do Joe Grim ... Philadelphia 6

Nov. 25 L F Joe Jeannette ... Philadelphia 6

Dec. 1 W Young Peter Jackson Baltimore 12

1906. Rds.

Dec. 2 no do Joe Jeannette ... Philadelphia 6

Jan. 16 no do Joe Jeannette ... New York 3

Jan. 25 K Bob Korns ... New York 1

Mar. 15 W Joe Jeannette ... Baltimore 15

April 19 K Black Bill ... Waterbury 7

April 25 W Sam Langford ... Chicago 15

June 18 W Charlie Hagler ... New York 1

Sept. 20 no do Joe Jeannette ... Philadelphia 6

Nov. 8 W Jim Jeffries ... Los Angeles 20

Nov. 26 D Joe Jeannette ... Portland, Me. 10

1907. Rds.

Feb. 19 K Peter Felix ... Sydney 1

Mar. 4 W Bill Lang (stopped) Melbourne 9

July 7 K Bob Fitzsimmons Philadelphia 2

Sept. 1

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. A. W. Brown (Registrar-General), Colonel Sir Joseph Fayer, P.M.O., Mr. A. Shotton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon-Ten, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. A. Gibson (Acting Secretary).

CARE OF GRAVES.

The President submitted a minute relative to special care of graves in the Colonial Cemetery, in which he stated:—Up to the present time it has been the custom for persons who wish special attention paid to the graves of their deceased friends or relations, to pay the head sexton a small sum either monthly or annually for this purpose. This arrangement has given rise to complaints, and is also not in accordance with the regulation that Government servants must not engage in private undertakings of any kind. It is therefore proposed to put the whole matter on a proper basis and to arrange for the Department to undertake the special care of graves, on the payment of a fixed sum annually in advance, by persons who desire that special care shall be given to graves which they are particularly interested in. Additional sextons will be engaged to attend to this work as required, and special supervision will be exercised over these graves by the Inspector of Cemeteries. It is proposed to charge a fee of \$6, or 10/6 if paid to the Crown Agents in London, per annum, to include the following:—

- (1) Cleaning the stonework of the grave.
- (2) Tidying and weeding the grave.
- (3) Watering any plants or flowers on the grave.

Should any repairs to these graves become necessary through the sinking of the ground surface, the cracking of the stonework, or any typhoon damage, a notice will be sent to the person concerned informing him or her of the nature of the damage and the repairs required, and an estimate for the repairs from a local contractor will be enclosed. The necessary arrangements for the repairs can then be made by the parties concerned independently with the contractor.

Dr. FITZWILLIAMS minuted:—Would tidying and weeding not be the duty of the cemetery staff? There will always be people passing through the Colony who might like to have a friend's grave put in order, but who would not take over the keeping in order permanently; in which case, what arrangements would be made?

Mr. HOOPER:—This might be referred to the Cemetery Committee.

The VICE-PRESIDENT:—Monuments which are damaged by typhoon or otherwise are repaired by the Public Works Department.

The President said that this seemed to him a very straightforward matter and that was the reason why he did not trouble the cemetery committee about it. Tidying and weeding were certainly not the duties of the sexton, as the graves were private property, and the sextons employed there had their work cut out in digging graves. In the case of persons passing through who did not wish to take over the keeping and ordering of graves, he was afraid in that case that nobody would look after them. He thought these proposals were a distinct advance on what had been done so far. Any serious damage, as pointed out by the Director of Public Works, was repaired by the P.W.D.

Mr. HOOPER stated that he merely suggested the referring of the matter to the cemetery committee because they were all of one mind that the place should be kept in order, but as long as the relatives were here there was not much fear. But when a family became extinct here, there were all sorts of damages. There was damage by typhoon, as alluded to by the Director of Public Works, while another kind of damage was caused by age. It was the custom in the early days to put up very heavy granite tombstones, and these without proper foundations sank and leaned over. The only way to repair them would be to take them down and rebuild them. Then there was the cleaning of the gravestones. With regard to the white marble, in some portions of the cemetery were overhanging fir trees, and these necessitated the cleaning of the marble stones once a month. He suggested that these trees should be cut down. As regarded the plants, he thought that these, being few, might be watered by the man who watered the outside spaces.

The REGISTRAR-GENERAL thought the matter should go before the committee. There was a great deal in what Mr. Hooper had said, although he did not agree with him on all points, still he thought the Government ought to keep the cemetery and the graves in proper repair, and that it ought not to be left to private enterprise.

The matter was referred to the committee.

TUNG WAH HOSPITAL EXTENSION.

Mr. Colbourne Little, architect, wrote asking the Board to recommend the Governor-in-Council to grant a modification of section 188 of the Public Health and Buildings Ordinance in respect of a scheme for the extension of the Tung Wah Hospital and the erection of a new refuge home. It was desired, he wrote, to erect wards facing on Po Yau Street, and the allowable height under the Ordinance amounted to 27 feet 4½ inches. The average height of wards exceeded this dimension by 2 feet 1½ inches, being 26½ feet high to the top of roofs over verandahs. The modification asked for was a very small one, but allowed of an additional floor being built containing 32 beds, and the directors of the hospital were most desirous of taking full advantage of the small area of ground they held, there being practically no hope of acquiring additional land adjacent. He wished to draw the attention of the Board to the total absence of all projecting cornices or other architectural features likely to diminish the amount of light and air space available.

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Mr. Hooper minuted:—As the height is only 2 feet 1½ inches in excess, I don't think there is any harm in granting such modification for this proposed extension.

Dr. FITZWILLIAMS:—I recommend that this application be favourably received. The need for an extension on this site at the Tung Wah Hospital is very great, and up to the present there has been no spare accommodation for refugees at all, their presence adding serious difficulties to the perpetual problem of the prevention of overcrowding. Should the members of the Board be divided in their opinions in this matter, I would ask that a special committee be appointed to visit and examine the position and the existing conditions, as I think that no very exact idea can be gathered from these plans. I personally confess that although I have seen this place daily for more than six months, and have had the proposed alterations explained both by the authorities and by the architects, I can make little of the technical drawings.

Mr. HOOPER:—Grant.

Mr. LAU CHU PAK:—The modification should be granted. There is ample open space all round the proposed extension, which is urgently needed to relieve possible overcrowding of the other wards in this hospital.

The VICE-PRESIDENT:—If the theatre on the opposite side of Po Yau Street is pulled down and replaced with dwelling houses, is the Board prepared to recommend sanction for their erection to the same height as the proposed hospital building? A street 18 feet 3 inches wide, with buildings about 40 feet in height on both sides, would not be regarded as very sanitary.

The President informed members that the Director of Public Works had refused to make use of his power to grant permission to the Tung Wah Hospital authorities to raise the level of the roof 2½ feet above the height they are allowed, and it was for the Board to recommend whether they thought it should be granted or not. A number of members seemed in favour of granting it, but he thought it would be well for them to bear in mind what the Director of Public Works said in his minute. There was a very forcible argument in that, but then they should take into consideration that the Tung Wah was a public institution, and already the allowance of air per patient was very much better than any tenement allowance, and they would not be justified in making such a recommendation for the construction of tenement houses. He was prepared to move that the recommendation be granted.

Dr. FITZWILLIAMS seconded the motion. The building ordinances were made, he thought, primarily for the question of light and ventilation and for the general protection of the inhabitants. This was a refuge home, and was never going to be continuously filled, while on the other side of the street was a theatre which was only filled for a certain time, mostly in the evenings, and the question of light did not matter much, while the ventilation was sufficient for the short time the theatre was in use. The need for such a refuge home was very great, and he did not think 2½ feet was a very serious obstacle.

Mr. HOOPER supported the motion, but he took a different view from the President, who said the application was coming to the Board because the Building Authority had refused it. Even if he had sanctioned it, it could not have been put up until it came before the Board, and then it was not for the Board to grant it. They had power only to recommend the granting of it to the Governor-in-Council, who would decide the matter. That body would be advised by the Director of Public Works, and possibly he might be able to convince his Excellency and his colleagues better than the Board. With regard to the Vice-President's argument about the proposed extension not being insanitary to-day, he would say, "efficient unto the day is the evil thereof." He thought the Board should strongly urge the Governor-in-Council to grant this application.

The MEDICAL OFFICER OF HEALTH suggested that in forwarding this recommendation to the Governor-in-Council in view of the fact that it had to go before the Governor-in-Council, where they had no voice, and where the Director of Public Works had, that it would be as well to point out in a letter that the Board were guided in their decision by the fact that this was to be a hospital that provided wards and beds, etc., and that therefore there was very little comparison between such a building and a tenement house. He thought if these points were made clear in a letter, they would help to guide the Governor-in-Council in coming to a decision.

It was decided to recommend the Governor-in-Council to grant the modification.

FIRE ON JAPANESE STEAMER.

On the night of the 23rd ult. fire broke out on board the Japanese steamer *Wadaikamaru*, anchored off Niigata. The vessel was burnt to the water's edge before the flames were got under control. The ill-fated steamer, of 200 tons, was built in 1906. She was valued at ¥50,000, of which ¥40,000 was covered by insurance. There was no cargo on board. The cause of the outbreak is under investigation.

CHINESE IN TIBET.

A Peking telegram to the *Tokyo Asahi* says that the Chinese Government did not settle the Tibetan affairs till a few days ago, fearing the interference of the foreign Powers. Since the new Dalai Lama has occupied his position, however, peace rules over the territory and the orders of the Chinese Minister at Tibet are observed. The Chinese Government, intending to separate the Church and State, which is a long-cherished desire, is determined to authorize the Chinese Resident in Tibet to conduct negotiations in consequence with instructions from the Central Government, and to limit the power of the Dalai Lama to the control of religious matters. It is reported that the Chinese Government has informed the Legations at Peking that it will not approve any agreements concluded between the Dalai Lama and foreigners as a result of the above reform.

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CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

"TOURING IN JAPAN"

SIR,—In your issue of 30th June appeared an article entitled "Touring in Japan." The author of this article premises his remarks with the statement, "The Japanese of to-day is not very fond of criticism." Yet Japan badly needs friendly criticism. Now the absence of any expression of friendliness in the paragraphs which follow his first remark is so evident that I venture to hope that you may find space in your columns for an altogether different view of the subject.

The Japanese are by no means singular in their dislike of unfriendly criticism. I think this feeling may be assigned with equal truth to the nationals of any other race.

The attractiveness of any country must be necessarily a matter of individual taste. Your correspondent is not correct in implying that the bulk of foreigners who appreciate Japan consists of untravelled Europeans and Americans.

Japan lays no claim to the exclusive possession of beautiful scenery, but the faculty of being able to appreciate the beauties of nature seems to be innate in the race; the Japanese can equally admire beautiful scenery in other countries. There are many lovely places in Japan, and most of the celebrated ones are on the beaten track and not "well off it," as incorrectly stated by your correspondent. Of these Miyajima, Nara, Kyoto, Hakone and Matsushima are perhaps among the best known.

It is, alas! too true that vulgarising agencies are at work disgracing the country with huge and unsightly advertisements, but this hideous growth is not indigenous to the soil; it is an exotic which has been imported from America and Europe, and like other vile weeds it flourishes exceedingly. Its growth is deplored by all lovers of beauty, native and foreign alike.

Your correspondent belittles the architecture of Japan. Frequent and severe earthquakes have taught the people that a peculiar style of architecture is essential. The houses are built chiefly of wood, ingeniously put together and admirably answer the purpose for which they are constructed; they bend to the earthquake's shock; buildings of stone or brick often collapse or crack.

The architecture of the temples is, in the eyes of many, beautiful in its simplicity. The ordinary houses are well and cheaply built of wood with tile, shingle or thatch roofs, and to many they are pleasanter to look upon than the rows of jerry-built villas of a modern European town or the insignificantly skyscrapers of an American city. Cheapness of construction has a two-fold object: in the first place, it suits the means of the people, and, secondly, first are necessarily very frequent. The roof of a Japanese house is generally so arranged that in three years it will pay for its construction.

The customs of Japan and the life of its people differ utterly from the customs and life in the West. The wasteful and enervating luxury of life among the rich and the appalling squalor in the homes of the poor in Europe and America, both terribly detrimental to the vitality of a race—are unknown in Japan. Your correspondent complains of the accommodation provided for foreigners in Japan, that they cannot get all the comforts and luxuries to which they are accustomed. This no doubt is true, but he must remember that he is among a people which has not yet been softened by over-civilization and in a country where luxury has not yet become a necessity.

Where in Europe or America can you find the simple wants of a Japanese traveller catered for at a figure that will suit his means? In what country do you find the names of the streets or the destination of trains and trains written up in Japanese for the benefit of the tourist from Nippon? Where can you find the European or American who can speak intelligibly to the Japanese traveller? It seems to me that there is yet work on hand for your correspondent, in removing the beam from his own eye before he sets forth to discover the mote in one eye of his ally.

Your correspondent can have no true knowledge of Japan or of its people or of its customs; his writing betrays him in every line. He mentions as typical charges at small Japanese inns (the italics are mine), 14/6 for lunch and 21-6-8 for a room and breakfast. Such a preposterous statement would of course be rejected as fiction by any one with even a superficial knowledge of Japanese inns, large or small, and would seriously shake the credibility of any other statement he might make. The truth is that the charges for board and lodging vary from 1 to 2 yen a day—they are less in the country. There is no inn in the whole Empire of Japan where the monstrous charges stated by your correspondent are made. True, he may have been robbed at one of the hotels at the ports, which cater for the luxury-loving foreigners, but not at a Japanese inn.

What an average foreigner spends at a hotel in food and drink and lodging in a day would keep an average Japanese family in comfort for a week.

Your correspondent probably has only himself to blame for any incivility he received in Japan. Every one is polite in Japan, politeness is a part of the code of ethics of the country. He complains again: this time, of the expense of carriages and rishas. This is accounted for by his ignorance of the country. Only a very few Japanese can afford the luxury of a carriage and when such conveyances exist at the ports and a few of the large towns, they are kept for the benefit of the comfort-loving foreigner; they are expensive to keep up and are only in request during a few months of the year, hence they are expensive to use. Has your correspondent ever hired a cab in New York? If he has done

so his plaint about extortionate prices could hardly be confined to Japan. He may say it is not the custom to hire cabs in New York. The reply to this is obvious: "Neither is it the custom to hire carriages in Japan."

Rishas are not expensive if you know when and how to use them. Where in Europe or America could you hire a man to pull you all day on a mountain road for 2/6? You can do so in Japan in the country.

One does not like to think what could be written by a Japanese tourist on similar lines, in a so-called friendly criticism of England and the English. Your correspondent has been at some pains to set forth, exaggerate and distort all his grievances in a so-called friendly criticism of Japan and the Japanese. Yet he has not one word of praise for this beautiful country or its wonderful people. He makes no mention of the unparalleled patriotism and love of country of the whole race, he ignores the splendid valour of its sons and the sweet and gentle selfishness of its daughters; he has made no commendation of the energy and self-sacrifice of a people which within forty years has raised itself from the barbarism of the middle ages to the proud position of a first-class world power of the 20th Century. His criticism is not a friendly criticism; it is altogether misleading; it is unkind, unfriendly and altogether unjust. Yours faithfully,

AN ALLY.

SUPREME COURT.

Tuesday, June 5th.

IN PROBATE JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PROCTOR (CHIEF JUSTICE).

PROVING A LOST WILL.

Mr. C. G. Alabaster, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), appeared in an action brought to prove in solemn form the will of Ho Yuk Hang, alias Ho Shui Hi, deceased. He said he would have to prove the will by secondary evidence because the original had been searched for and could not be found. The practice was laid down in *Tristram and Coots* with regard to lost wills. The authorities showed that a will was exactly like any other document, and if lost it could be proved by secondary evidence. The usual practice was to prove it by completed draft, because nearly all wills had a completed draft in existence.

His Lordship—You have first to show that it was executed.

Mr. Alabaster—Yes. The practice is, where the next of kin consent, to prove the will on motion by affidavit. Where they do not consent, and the estate is small, the practice is the same, but where the estate is considerable the practice is to prove it in action.

His Lordship—Is the estate considerable here?

Mr. Alabaster—Yes, and it is certainly better practice to prove it this way. This is an ordinary will, in which a man provides for his family in the ordinary way.

Mr. C. E. H. Beavis, solicitor in the firm of Messrs. Wilkinson & Grist, testified to attending Ho Yuk Hang on June 17th, 1908, and to drawing up his will. That will was witnessed in witness' presence on the following day, he being one of the witnesses.

His Lordship—Have you any members of the family here?

Mr. Alabaster—We have served them, but there is a certificate of no appearance.

After hearing further evidence his Lordship granted probate of the will.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

THE FALSE IMPRISONMENT CASE.

The appeal was continued from the decision of Mr. Justice Hazland in the summary action in which Wong Fu Ng was awarded \$500 damages from Captain A. A. Johnson of the s.s. *Shan On* for alleged assault and false imprisonment.

Mr. M. W. Slade, K.C., and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shanton (of Messrs. Deacon, Looker & Deacon), appeared for the appellant, and the respondent was represented by Mr. Eldon Potter, instructed by Mr. Davidson (of Messrs. Hastings & Hastings).

Mr. Slade, in conclusion, said it could be considered that the breach of the peace lasted right up to the wharf. The passengers made the captain put up a flag, and thereafter quietened down. They did not do anything more, but were tantamount to being in charge of the ship. They coerced the captain into putting up the flag, and if he had pulled it down they might have made trouble. Then the breach of the peace might be looked at in another way. It took place in the Capesman Pass, and the master plainly stated that he intended to arrest these people then and there, but he could not physically do it, although he had them on board the ship.

Mr. Potter said this appeal was brought because it was contended that the learned Judge was wrong in deciding that there was no evidence to go to the jury on certain points. As a matter of fact, that was totally misleading; what the learned Judge held was that in view of the captain's evidence, his common law rights could not be invoked as a justification, also that the Merchant Shipping Act did not apply.

The Chief Justice—I don't think that is his decision.

Mr. Potter—I pointed out to the learned Judge in the Court below the captain's evidence in which he says—

The Chief Justice—Don't refer to the evidence just yet. As far as I can understand the learned Judge's point is it is that whatever the evidence might be, it does not amount to a breach of the law. It does not justify the defence which is set up.

Mr. Potter—That is it, my Lord. And we could only fall that when we heard the evidence

The first justification was that it was only right of the captain to do certain things, and when the evidence came out the learned Judge held that the justification went by the board.

The Chief Justice—There is no decision on the facts.

Mr. Potter—The learned Judge had to decide whether the evidence to go to the jury was sufficient to support this plea of justification. The plea of justification has to be proved.

The Chief Justice—What I said was, having regard to the evidence and the points of law raised, there was no case to go to the jury.

Mr. Potter—That is what I say now, and admitting the facts there would be no case to go to the jury. My friend opened up as if there had been a regular mutiny on board, whereas the second officer, who is about 5 feet 2 inches high, went amongst the mutineers, and as soon as he went on the hurricane deck the mutiny was easily stopped, and what my friend calls a nasty affair was finished.

The Chief Justice—There was an assault?

Mr. Potter—Yes, but my client was not guilty, and my friend omitted to point that out.

Mr. Slade—There is evidence that he was.

Mr. Potter—The whole disturbance was put an end to when the chief officer, a small man, walked on the deck and told the mutineers to stop.

The Chief Justice—I don't see what this has to do with the case.

Mr. Potter said one of the points raised was whether the interference was lawful or not. The first question was a question of the captain's common law right to arrest and punish a passenger. Mr. Slade quoted a large number of cases with all of which he agreed, but none of them helped the appellant in the least. In order to protect his vessel, his passengers or crew, or to maintain discipline a captain had a right to take certain steps, maybe to put a passenger in irons, but he had no right after the time was passed when his ship was in danger then to punish passengers.

The Chief Justice—It is not alleged that he did punish him.

Mr. Potter—I will tell your Lordship what the captain himself alleges. I think

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E. A. HEWETT,
Superintendent

Hongkong, 5th July, 1910.

CHINA NAVIGATION CO., LD.

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FOR	STEAMERS	TO SAIL
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SHANGHAI & SOUEABAYA	"SHANTUNG"	On 6th July, 4 P.M.
SHANGHAI	"CHENAN"	On 7th July, 4 P.M.
SWATOW, TSINGTAU, CHEFOO & TIENTSIN	"KUEICHOW"	On 8th July, 4 P.M.
HAIPHONG	"SINGAN"	On 9th July, 8 A.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BIMS, BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.

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FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSSANG"	Wed'ay, 6th July, Noon.
TIENTSIN VIA SWATOW, WEL-HAIWEI & CHEFOO	"CHONGSHING"	Wed'ay, 6th July, Noon.
SINGAPORE, PENANG & CALUTTA	"POOKSANG"	Thursday, 7th July, Noon.
MANILA	"LOONGSANG"	Friday, 8th July, 4 P.M.
SHANGHAI	"WOOSANG"	Friday, 9th July, Noon.
SHANGHAI	"YUESSANG"	Friday, 15th July, 4 P.M.
SHANGHAI, MOJI & KOBE	"KUTSANG"	Tuesday, 26th July, Noon.

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HONGKONG, 6th July, 1910. GENERAL MANAGER 14

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SUBJECT TO ALTERATION.

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SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

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HONGKONG, 2nd July, 1910.

AGENTS. 6

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FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING.

"HATTAN" ... Capt. W. Evans ... FRIDAY, 8th July, at 10 A.M.

For **SWATOW** AND RETURN.

(Occupying 3 Days).

"HATTAN" ... Capt. A. H. Stewart ... THURSDAY, 7th July, at 10 A.M.

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N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU Capt. A. E. Moss, 9,000 KAGA MARU Capt. M. Hagino, 7,000 ATSUTA MARU Capt. Wm. Thompson, 9,000		WED' DAY, 20th July, at Daylight. WED' DAY, 3rd Aug. at Daylight. WED' DAY, 17th Aug. at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi, 7,000		SATURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. K. Kawara, 7,000 TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, 5,000 NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 9th July, at Noon. FRIDAY, 5th Aug. at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen, 7,000		WED' DAY, 6th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 5,000		WED' DAY, 6th July, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson, 9,000		THURSDAY, 7th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mooker, 7,000		TUESDAY, 12th July.

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T. KUSUMOTO, MANAGER. 13-125

Hongkong, 23rd May, 1910.

CHINA AND MANILA

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STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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HONGKONG, 27th June, 1910.

SHEWAN TOMES & Co.,

General Managers. 12

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Hongkong, 30th June, 1910.

Hongkong Office. 11

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SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 14th July, at 10 A.M.
TAMSUI via SWATOW, & AMOY	"DALIN MARU" Capt. Y. KUSURAKI	SUNDAY, 10th July, at 10 A.M.

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T. ABIMA, MANAGER.

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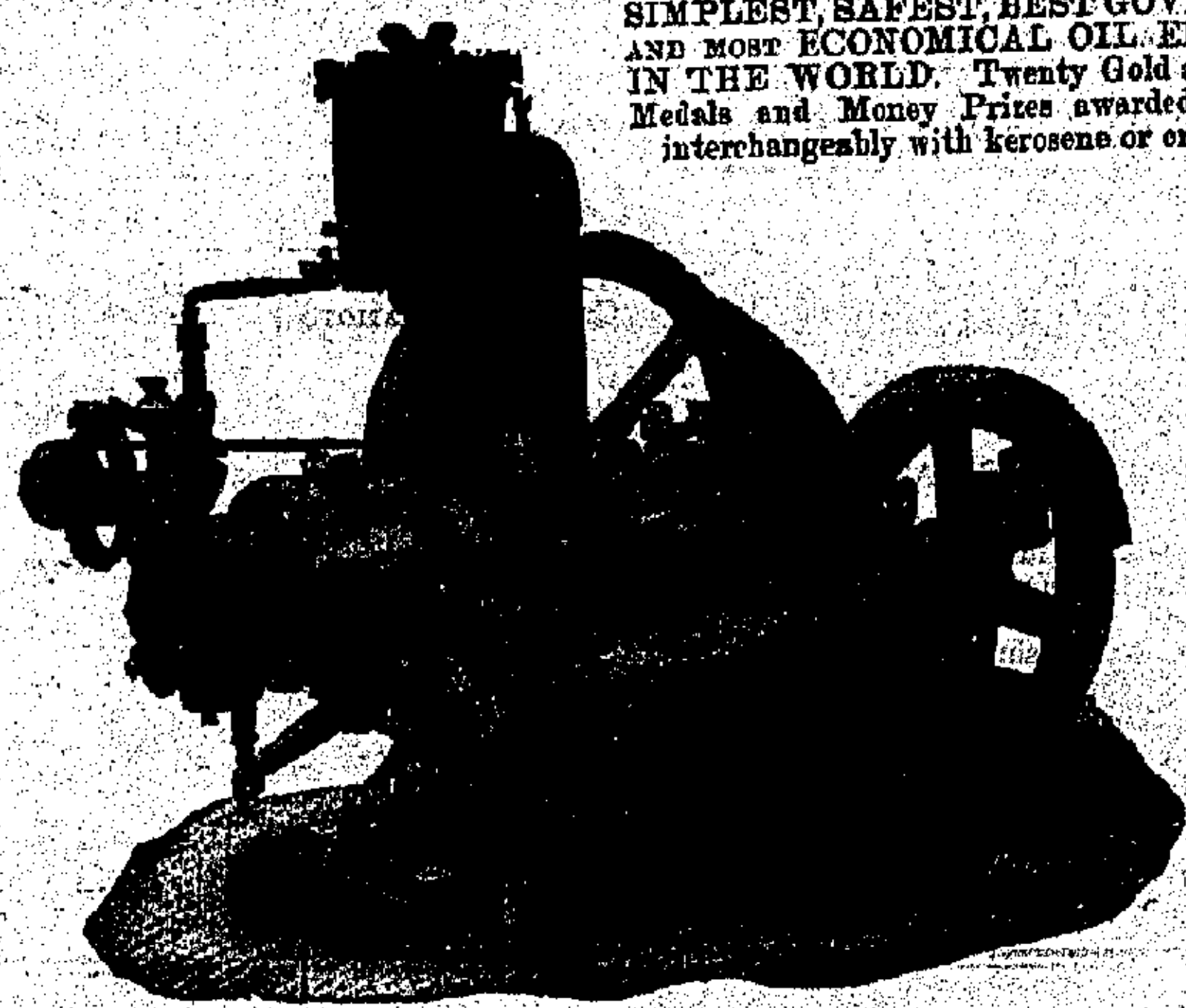
Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Delhi, with the English mail of the 10th ultimo, left Singapore on Friday, the 1st inst., at 5.30 p.m., and may be expected here to-day. The parcel mails closed in London for despatch by the all sea route on the 1st of June and for despatch overland on the 8th of June. The Empress of India, with the Canadian mail, left Shanghai on Monday, the 4th inst., at 5 p.m., and may be expected here to-morrow, at 7 a.m.

FOR	PER	DATE.
Fort Bayard and Haiphong	Manche	Wednesday, 6th, 8.00 A.M.
Swatow, Amoy, Anping and Takao	Joshin Maru	Wednesday, 6th, 9.00 A.M.
Swatow Singapore and Bangkok	Pusan Maru	Wednesday, 6th, 9.00 A.M.
Swatow	Kaiman	Wednesday, 6th, 9.00 A.M.
Shanghai	Ohayang	Wednesday, 6th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Ohayang	Wednesday, 6th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 6th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 6th, 1.15 P.M.
Manila	Tsun	Wednesday, 6th, 2.00 P.M.
Samarang and Sourabaya	Shantung	Wednesday, 6th, 3.00 P.M.
Newchwang	Utsu	Wednesday, 6th, 4.00 P.M.
Iloilo	Indrasamha	Wednesday, 6th, 5.00 P.M.
Shanghai	Lopang	Wednesday, 6th, 5.00 P.M.
Saigon	Hanusa	Thursday, 7th, 9.00 A.M.
Swatow	Hokusan	Thursday, 7th, 11.00 A.M.
Singapore, Penang and Calcutta	Chowat	Thursday, 7th, Noon
Bangkok	Sui Tai	Thursday, 7th, 1.15 P.M.
Macao	Atsuta Maru	Thursday, 7th, 3.00 P.M.
Kobe and Yokohama	Utsu	Thursday, 7th, 3.00 P.M.
Shanghai	Haitan	Friday, 8th, 9.00 A.M.
Swatow, Amoy and Foochow		
Manila, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Yacata Maru	Friday, 8th, 11.00 A.M.
Macao	Sui Tai	Friday, 8th, 1.15 P.M.
Swatow, Tsingtau, Chefoo and Tientsin	Kueichow	Friday, 8th, 3.00 P.M.

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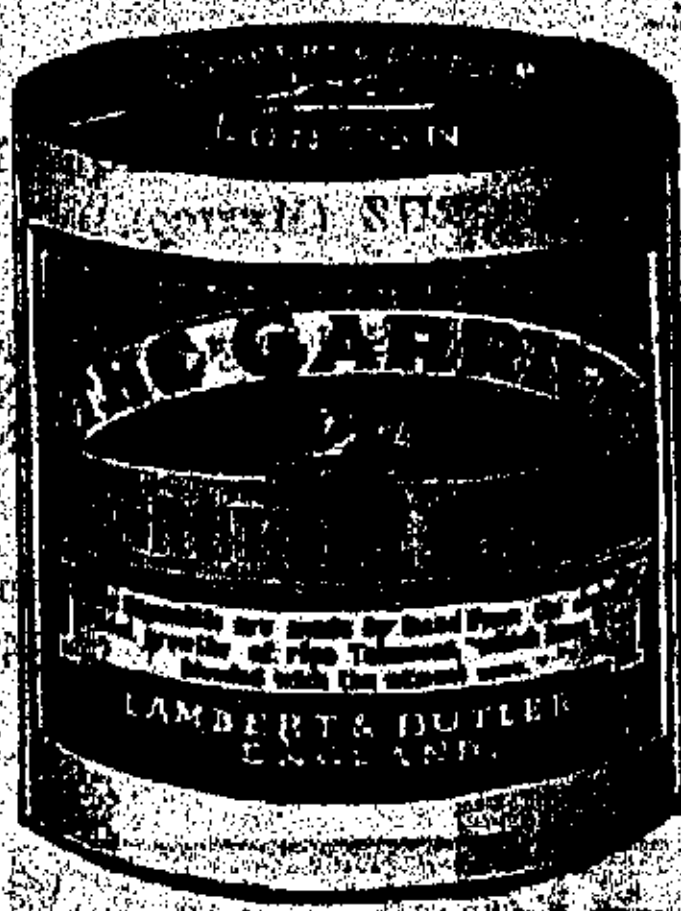
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SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 5th, 1910.

STOCKS.	NO. OF SHARES.	VALUE PAID UP.	CLOSING QUOTATIONS.
BANKS.			
Hongkong & Shanghai Bank Corporation	120,000	\$125	all \$94, buyers
National Bank of China, Limited	99,925	\$7	\$6, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$10, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1.50, sellers
COMMERCE.			
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 120
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 62
Loon-King-Mow G. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 240
DOCKERS AND WHARVES.			
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$50	all \$55, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all \$51, sellers
New Amoy Dock Co., Limited	10,000	\$60	\$59, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 119
ENCLAVE & CO., LIMITED	18,000	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$6.70, sales
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$193, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25, buyers
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	\$10	all \$20, buyers
INSURANCES.			
Canton Insurance Office Co., Limited	10,000	\$250	\$177, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$114, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$87, buyers
Hongkong Fire Insurance Co., Limited	6,000	\$250	\$352, buyers
North-China Insurance Co., Limited	10,000	\$15	Tls. 115
Union Insurance Society, Limited	12,400	\$250	\$100, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$200
LANDS AND BUILDINGS.			
Hongkong Land Investment Agency Co., Ltd.	60,000	\$100	\$100, sales
Humphreys' Estate and Finance Co., Ltd.	160,000	\$10	\$3, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 105
West Point Building Co., Limited	12,500	\$50	\$34, sales
MINE.			
Societe Francaise des Charbonnages du Tonkin	16,000	Pes. 250	\$625
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1, sales
Peak Tramways Co., Limited	25,000	\$10	\$11, buyers
PHILIPPINE CO., LIMITED	75,000	\$10	\$10, buyers
REFINERIES.			
China Sugar Refining Co., Limited	20,000	\$100	all \$168
Luzon Sugar Refining Co., Limited	7,000	\$100	all \$120, buyers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50, buyers
STEAMSHIP COMPANIES.			
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25, buyers
Douglas Steamship Co., Limited	20,000	\$50	\$40, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all 65, sat. 1/2
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1, sat. 1/2
Star Ferry Company, Limited	10,000	\$10	\$10, buyers
South China Morning Post, Limited	10,000	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5, buyers
STORES AND DISPENSARIES.			
Campbell, Moore & Co., Limited	1,200	\$10	all \$10, sales
Wm. Powell, Limited	15,000	\$7	\$7, buyers
Watkins, Limited	10,000	\$10	\$10, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10, buyers
Weismann, Limited	3,000	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$11, buyers
Union Waterboat Co., Limited	100,000	\$10	\$10, buyers
REVENUE.			
Singapore and Johore	—	—	\$19 (Sta.)
Batavia	—	—	\$20 (Sta.)
Pagoda	—	—	\$43 (Sta.)
Allegre	—	—	7/
Anglo-Malay	—	—	130/
Cardinals, fully paid	—	—	136/6
Highlands and Lowlands	—	—	8/ prem.
Kamunings	—	—	90/
Kuala Lumpur	—	—	6/6
Ledbury	—	—	—
Lingit	—	—	—
Sapong	—	—	—
Shelford	—	—	—
Sungai-Kapang	—	—	134/6
United Savings	—	—	80/
Bank of China	—	—	32/6 prem.
London Venture	—	—	6/6
Surabaya	—	—	—
Meridians	—	—	8/
Batu Tiges	—	—	110/

LOANS.	AMOUNT.	VALUE.	INTEREST.	QUOTATION.
Chinese Imperial 1886	Tls. 957,200	Tls. 250	7% p. annum	Per.

VERNON & GUYTH, Share Brokers.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

July 5th.

ON LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Bank Bills, at 6 months' sight	1/9 1/2
On PARIS—	
Bank Bills, on demand	22 1/2
Credit, at 4 months' sight	22 1/2
ON GERMANY—	
On demand	18 1/2
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2
ON BOMBAY—	
Telegraphic Transfer	133
Bank, on demand	133 1/2
ON CALCUTTA—	
Telegraphic Transfer	133
Bank, on demand	133 1/2
ON SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA—	
On demand—Pescos	87
ON MANILA—	
On demand—Pescos	87
ON SINGAPORE—	
On demand	75 1/2
ON BATAVIA—	
On demand	106 1/2
ON KATONG—	
On demand	34 1/2
ON SAIGON—	
On demand	57 1/2
ON HONGKONG—	
On demand	11 25
GOVERNMENT, Bank's Buying Rate	\$58.50
GOLD LEAF, 100 fine, per tola	\$58.50
SILVER, per tola	\$42 1/2

SUBSIDIARY COINS.

Chinese	20 cents piece	per cent
Chinese	10	\$7.53 discount
Hongkong	20	\$7.53
Hongkong	10	\$7.52
Hongkong	10	\$7.58

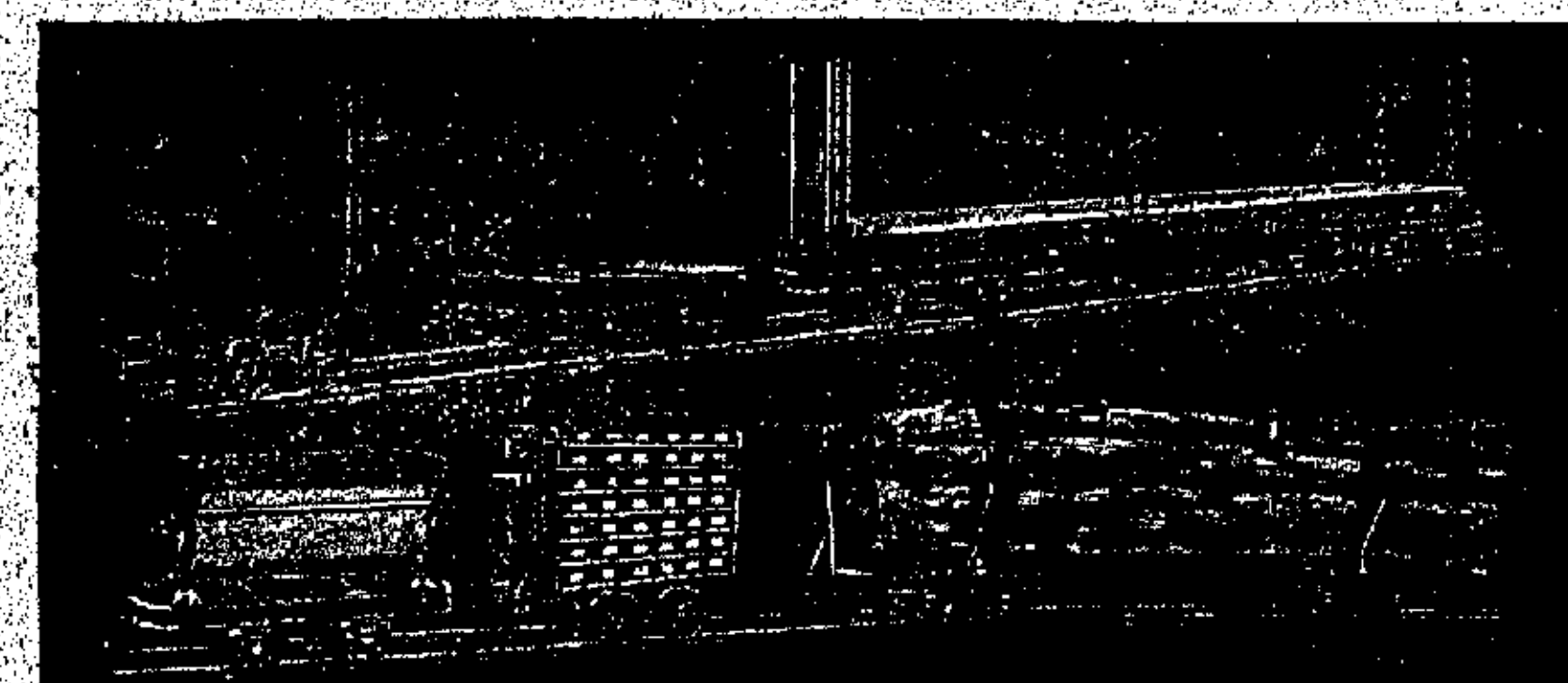
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OPTUM.

July 5th.

Quotations are—		
Malwa New	\$2100/2130 per picul	
Malwa Old	\$2140/2160	
Malwa Old	\$2170/2200	
Malwa V. Old	\$2210/2250	
Persian fine quality	\$1400/1500	
Persian extra fine	\$2200	
Malwa New	\$1880	per chest
Malwa Old	\$1875	
Malwa Old	\$1875	

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1909. With Index. Price \$1.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 29th January, 1910.

ARRIVALS AT HOME.

July 1st—Heron, Meru, Mimalous, Pal. Ling, 2nd—Moro.

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